

United States Department of the Interior
National Park Service

NATIONAL REGISTER
LISTED

APR 12 2010

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Rock Island Depot

other names/site number 041-0020-0217

2. Location

street & number 200 SE Fifth Street

city or town Abilene

state Kansas

code

KS

county Dickinson

code

041

zip code 67410

☐

not for publication

☐

vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Patricia Selmer
Signature of certifying official

3-1-10
Date

Deputy State Historic Preservation Officer, Kansas Historical Society
Title

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

Rock Island Depot
Name of Property

Dickinson County, Kansas
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

| | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private |
| <input type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |

Category of Property

(Check only one box)

| | |
|-------------------------------------|-------------|
| <input checked="" type="checkbox"/> | building(s) |
| <input type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 1 | 0 | buildings |
| | | district |
| | | site |
| | | structure |
| | | object |
| 1 | 0 | Total |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Railroad Resources of Kansas

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: Rail Related

Current Functions

(Enter categories from instructions)

Transportation: Rail related

Recreation and Culture: Museum

7. Description

Architectural Classification

(Enter categories from instructions)

Victorian: Stick

Materials

(Enter categories from instructions)

foundation: Concrete (poured)

walls: Wood

roof: Asphalt Composition

other:

Narrative Description

Summary

The Rock Island Depot (1887) is located one-half block east of K-15 on SE 5th Street, south of downtown Abilene, Dickinson County, Kansas. The building was originally located across the street (near the corner of SE 5th Street and Buckeye Avenue) from the former Rock Island Railroad track but was moved in 1959 to make room for the Eisenhower Presidential Museum and Library. The building is currently situated immediately south of SE 5th Street and the railroad tracks are immediately north of SE 5th Street. The orientation is the same with the angled bay facing south, but since the building was moved to the south side of the tracks, the bay no longer faces them. However, this depot was built with a bay on the rear as well. It is a simpler, rectangular bay with a door. Historically there was a railroad siding line on the north side of the depot that may have been used for unloading or for passing trains (it has since been removed) and the agent would have been able to see down each direction of the siding line through the windows in the rear bay.

The building also sits on the northern edge of Old Abilene Town, a collection of historic buildings moved from other locations in the vicinity. The depot is the only building that is in close proximity to its original location and it is essentially being used for its original purpose; it now serves the Abilene & Smoky Valley Railroad excursion train.

Exterior

The Rock Island Depot is a wood frame structure approximately 22' from north to south by 110' from east to west (Figure 1). It features a flared hipped roof with two gable dormers on the north and south elevations and one gable dormer on the east and west elevations. The roof is sheathed in asphalt shingles. The foundation is poured concrete, although before it was moved it likely had a stone foundation.¹ Historically, two large brick chimneys pierced the roof; they have since been removed to a point below the roofline. According to the 1905 Sanborn map there was a wood platform all the way around the depot (Figure 2). According to the 1926 Sanborn map there was a partial platform on the south side. These wood platforms have all been removed. Currently there is a modern wood frame ramp on the north that enters the double doors in the agent's office and a small ramp that leads to the entrance on the south.

The exterior wall surface features three treatments that distinguish the base, middle, and top sections of the building. A band of flat panel wainscoting characterizes the base, below the window line. The centers of the flat panels are bead board placed on a diagonal to create visual interest. The middle band of exterior finish is lap siding with a rectangular profile. The top section, underneath the eaves, features a wide band of vertical boards in an upside-down picket fence pattern. The wide eaves are supported by large multi-stick brackets that extend from the roofline to below the top of the windows. The individual bracket members have chamfered edges. Underneath the eaves the rafters are encased in bead board. The roof dormers are sheathed in scalloped shingles around small stained glass windows.

The front of the depot (south), which historically faced the railroad tracks, features an angled bay situated underneath the eaves. The rear (north) of the building features a rectangular bay, also underneath the eaves, with a set of large double doors centered in the bay. Window fenestration is concentrated on the western half of the building on the north, south, and west sides. The eastern half of the building was used for freight and baggage. The north elevation features a large sliding door with transom and the south elevation features two large sliding doors with transoms; one is marked "freight" and one is marked "baggage." They have an X stickwork pattern that also serves a structural function as diagonal bracing; this was common on stick Victorian railroad depots. The east elevation does not have any openings.

This depot historically had gender specific waiting rooms, divided by the agent's office space. The ladies' waiting room was to the west and the gentlemen's was to the east. Each had a separate entrance on the south with a large wood panel door and stained leaded glass transom flanked by full-height windows. The windows are wood with one-over-one configuration, topped with a small, inoperable stained glass transom. The windows in the bays do not have transoms. The west elevation features a bank of three full-height windows. All of the windows have horizontal security bars on the bottom sash only.

Interior

The interior space is divided into four rooms. The largest room (21' x 62') was used for freight storage and is located in the eastern half of the building. The interior of the freight room is unfinished with exposed wall studs and roof trusses. In the southeast corner is a small closet with unfinished plank walls and door that was likely used for cold storage. The ice hooks still hang near the door. The ceiling of the small room is about 7' from the floor and the space above is open. Of note are the floor planks in the freight room, which are at least 12" wide. Over the years many of the railroad employees

¹ *The Evening Reflector*, 18 October 1887.

have left their mark on the depot; artistic black graffiti adorns several of the unfinished wood plank walls. Currently this space is being used for storage, but the owners plan to use it as museum display space.

The western half of the building contains three rooms; men and ladies waiting rooms separated by the depot agent's office. The ladies waiting room is at the west end and is 21' x 18'. It features an entry door flanked by two windows on the south, a tripartite grouping of windows on the west, and three individual windows on the north. The east wall is shared with the agent's office and has a ticket window and a five-panel door for access to that space. The windows and exterior door feature fixed transoms with rectangular panes of stained leaded glass. The room is detailed with wide fluted window and door trim, bulls-eye corner blocks, beaded wainscoting, wood floors, and thick chair rail molding.

The ticket windows in each waiting room service passengers on both sides of the office. They feature a small wooden counter about waist high supported by wood brackets and trim similar to that on the larger windows and doors. They have operable vertical sliding sashes that disappear up behind a reeded wood screen.

The next room heading west was the depot agent's office. It is 29' x 18' and has an angled bay on the south wall and a rectangular bay on the north wall. The angled bay has three one-over-one windows. The rectangular bay has a large double door and two tall, thin windows. The west wall has a ticket window and a door to the ladies waiting room and the east wall has a ticket window and a door to the men's waiting room. This room features the only original built-in furniture; a well-used desk height counter that follows the angles of the bay and another taller counter that projects from the west wall to the center of the room. This room has the same door and window trim but does not have any wainscoting. The walls in the ladies waiting room and this room were originally lath and plaster, but have been replaced with drywall.

The third room heading east is the gentlemen's waiting room. It is the same dimension as the ladies waiting room and features the same details. Recently the owners of the depot divided the men's waiting room (from east to west) to create ADA compliant restrooms and additional office and storage space. The new walls were placed in the center of the room so the result is a hallway adjacent to the exterior walls. Some of the historic wall finishes that had to be removed to construct the new walls were re-used on the new wall partitions.

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1887-1959

Significant Dates

1887, 1959

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Criteria Considerations

(Mark "X" in all the boxes that apply)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☒ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (Justification)

The period of significance begins with the building's date of construction in 1887 and extends to 1959 when the Rock Island Railroad ended its association with the building.

Criteria Considerations (explanation, if necessary)

Criterion Consideration B (See Narrative Description Summary): The building is located across the street from its original location and maintains a relation to the still-functioning railroad track. The setting, which is important when justifying a property's significance under Criterion A, is very much intact.

Statement of Significance Summary

The Rock Island Depot (1887) is nominated to the National Register of Historic Places as part of the "Railroad Resources of Kansas" multiple property nomination under Criterion C as a good example of a Stick Victorian style combination depot. It is also nominated under Criterion A for its association with local transportation history.

Narrative Statement of Significance

Kansas Railroads

In the first half of the nineteenth century in the United States, the principal arteries of travel were dirt roads and waterways. The only way to ship natural resources from west to east was by riverboat or horse and wagon. As the eastern United States entered the age of the industrial revolution, factory owners were frustrated by their inability to access raw materials and the high cost of transporting finished goods. The railroad solved these problems and eventually shaped the nation.²

The railroad did more to create towns and shape the development of Kansas and the western United States than any other single force in the nineteenth century. The earliest railroads in the eastern portion of Kansas tended to connect existing towns, but in the central and western portion of the state, railroads were built ahead of settlement. In this way the railroads colonized much of the western United States. The major railroads received large land grants from the federal government, built the tracks, and went about the business of selling the remaining land to those who could produce goods that required shipment. They went so far as to send representatives to Europe to find willing immigrants with farming experience. The railroads helped turn Kansas into one of the leading agricultural regions of the country by allowing its produce to be shipped to more populous markets. By 1890, Kansas was second in the nation in trackage with almost 9,000 miles constructed.³

The boom of railroad construction that occurred in the second half of the nineteenth century was bound to come to an end. As railroad companies began to consolidate, lines were abandoned. Kansas managed to escape the track abandonment seen in other states in the 1870s and 1880s, but by the 1890s there were slight losses. The Panic of 1893 and the Great Freeze of 1894 marked the end of track construction, partly due to the economic situation, but mostly because the market was saturated.

Chicago, Rock Island & Pacific Railroad (1869-1951)

The Chicago, Rock Island and Pacific Railway Company was founded in 1847 as the Rock Island and LaSalle Rail Road Company. In 1851 the firm was reincorporated as the Chicago and Rock Island Rail Road Company. In May 1886, the leaders of the Rock Island incorporated the Chicago, Kansas & Nebraska to build the lines in those two states. The main office was in Atchison and \$15 million in capital stock was to be sold in \$100 increments to finance the endeavor.⁴ According to the charter, five lines totaling 1150 miles of track were to be constructed of standard gauge for steam engine trains. Its main routes in Kansas went northwest through Belleville, Phillipsburg, and Colby (Colorado Line), and southwest through Herington and Liberal (Golden State Route). Another branch from Herington extended south through Wichita on to Oklahoma (Texas Extension). The line that reaches Abilene is on a 45-mile spur from the Golden State Route from Herington to Salina (See Figure 3). By 1888 the company was the fourth largest line in the state. Unfortunately, the Rock Island ran into financial difficulties on several occasions and, due to lack of funding for maintenance, was known to have the shabbiest collection of buildings of any railroad line.⁵

Abilene

Abilene, Kansas was originally established in 1858 and became the county seat of Dickinson County in 1861.⁶ It was the center of the Texas longhorn cattle trade from 1867 to 1872 and was Kansas' first railroad cow town. Most of the cattle that came to Abilene from Texas were herded up the Chisholm Trail. The Chisholm Trail route had been followed previously by some dragoons going to Fort Riley from Fort Belknap (Texas) in 1855, and again in 1861 by a larger group of troops who traveled from Fort Cobb (Oklahoma) to Fort Leavenworth. Abilene was chosen as a cattle town by Joseph McCoy of Illinois; interested in finding a suitable place for a depot in Kansas where cattle could be driven. He induced the Kansas Pacific Railroad to build a spur and carefully advertised his new project. Abilene was sparsely populated before the

² Wolfenbarger, Deon, *Historic Railroad Resources of Kansas Multiple Property Document*, June 2000, On file at the Kansas State Historical Society Historic Preservation Office, E-1. See this document for more historic context regarding Kansas Railroads.

³ Ibid, E-6.

⁴ Box 1, Folder 6, Chicago, Rock Island and Pacific Railway Co.; Records Held by Legal Counsel in Topeka, Kans.; ms. collection no. 754; Kansas State Historical Society, Topeka.

⁵ Grant, H. Roger, *Kansas Depots*. Topeka: Kansas State Historical Society, 1990.

⁶ Zornow, William Frank, *Kansas: A History of the Jayhawk State*, Norman: University of Oklahoma Press, 1957, 151.

cattle came to town, but between 1867 and 1872 more than three million head of cattle were shipped from Abilene to Chicago by rail and the buyers, drovers, and speculators came with them. In 1870 there were ten boardinghouses, four hotels, five dry-goods stores, and many other businesses and entertainment venues.⁷ There was also a crime problem and Abilene earned its reputation as a rowdy Wild West town.

In 1872 Abilene's cattle trade came to a halt after the Farmers Protective Association distributed a petition requesting that the cattlemen seek another point of shipment. Newton and Wichita replaced Abilene as the principle cattle markets as both markets had direct access to Chicago.⁸ After the cattle trade was forced out of town, Abilene's economy became agriculturally based. The town boomed again in 1887 when the Rock Island and Atchison Topeka & Santa Fe railways arrived, but it was short-lived. The Abilene Rock Island Depot is associated with the second boom period.

The section of the Rock Island that passes through Abilene was built in 1887 from Herington to Salina with stops at Woodbine, Pearl, Enterprise, Abilene, Sand Spring, Solomon, and New Cambria. The Abilene Depot was completed that same year and the local papers tracked its progress. It took less than 3 months to build the depot. The contract for construction was let on or about September 22 by Mr. Hyde, the superintendent of building for the Rock Island. The contractor was Mr. Rains of Clay Center and the mason in charge of the foundation was L.A. Ellis.⁹ The construction of the depot began slightly ahead of the track, which was on its way to Abilene in the fall of 1887.¹⁰ In the October 18 issue of *The Evening Reflector* the progress of the depot and rail line was reported:

"The Rock Island depot will soon be completed, the rock is now on the ground corner of South Fifth and Buckeye. The graders are rushing their work with all possible speed, and the woodman's axe is felling the mighty cottonwood timber through the South Park. This great line will be here in a few days, and another iron band will add to the stability and importance of the Belle of the Smoky."¹¹

Also according to *The Evening Reflector*, "The Rock Island depot will have stained glass in the transoms over the doors, also the upper sash of the windows will be of the same material. It will be one of the prettiest and neatest depots in the state."¹² The stained glass transoms were installed on December 22, just in time for the December 23 opening.¹³ The rail line reached the depot on December 4th, 1887 and the first passenger train arrived on January 4th, 1888.¹⁴

The Eisenhower Library and Old Abilene Town

Cooperation between three different entities resulted in the Rock Island Depot's removal to its current location. In 1955, the Eisenhower Presidential Commission, a Kansas state agency, was established with the sole purpose of acquiring property and funds to construct a presidential library to house the materials of Dwight D. Eisenhower.¹⁵ Simultaneously, the Old Abilene Company was focusing efforts on retaining a building for a new western themed museum. And by 1959 the Rock Island Railroad Company had plans to construct a new depot two blocks west of the present location.¹⁶ In October 1959 the Rock Island Railroad donated the depot, along with a tract of land along the right-of-way east of Buckeye Avenue, north of the railroad tracks, to the Eisenhower Library Commission.¹⁷ In turn, the library commission made arrangements with the Old Abilene Company to operate the depot as a museum under a long-term lease, on the new site of Old Abilene Town, in the same vicinity, south of the Rock Island tracks. Per the terms of the agreement, Old Abilene Town Company was responsible for moving the depot, providing a new foundation, and future maintenance.

Old Abilene Town was developed as a tourist attraction featuring a re-created version of the famous old west cow town. The buildings are varied and were moved there over a period of years beginning in 1958 with the last building relocated

⁷ Ibid.

⁸ Krass, Martha Hagedorn, *Abilene Union Pacific Railroad Depot* National Register Nomination Form, 1993, On file at the Kansas State Historical Society Historic Preservation Office, 8-2.

⁹ *The Evening Reflector*, "The Rock Island Depot", 29 September 1887.

¹⁰ *The Evening Reflector*, "Rock Island Notes", 11 November 1887.

¹¹ *The Evening Reflector*, 18 October 1887.

¹² *The Evening Reflector*, 16 December 1887.

¹³ *The Evening Reflector*, 22 December 1887, 1.

¹⁴ *The Weekly Gazette*, 8 December 1887; "The First Rock Island Passenger Train," *The Weekly Gazette*, 5 January 1888.

¹⁵ Transfer Agreement between National Archives and Records Administration and the City of Abilene, 6 March 2008, Dickinson County Register of Deeds, Book 268 Page 640.

¹⁶ *The Reflector-Chronicle*, "Rock Island Depot Will Be Old Abilene Museum; Board Offers New Stock for Sale," 22 October 1959.

¹⁷ Ibid.

there in approximately 1967. There were two buildings on the site when the depot was moved: the red schoolhouse and the church log cabin.¹⁸

During its prime the park featured a dance hall, saloon, historic museum, photography studio, schoolhouse, performing arts theater, general store, historic log cabins and the Rock Island railroad depot. An estimated 100,000 visitors visited the site every year. Since the late 1980s Old Abilene Town has declined due to a lack of regular maintenance and financial reinvestment. Historic Abilene Inc. proposed a plan to redevelop the park in 2005, but the efforts have not materialized.¹⁹

Depot Architecture

The form of a train depot follows function rather than style. Generally, depots were constructed to meet certain needs and the architectural detailing was applied to that form. As a result, the same depot form could exhibit several different styles. For example, the Abilene depot exhibits Stick Victorian decoration, but the form is clearly utilitarian; it does not display the characteristic asymmetry of typical Victorian-era buildings. The form of the Abilene Rock Island Depot is known as a "combination depot". It was designed to accommodate passengers, freight, and the depot agent. There were also depots that included separate living quarters for the agent and his family, especially if the railroad preceded the founding of a town. Usually the larger the town the larger and more ornate the depot was; a reflection of the prosperity that the coming of the railroad symbolized.

Like many other rail companies, the Rock Island had architects and designers on staff that produced standardized depot plans. Four basic designs were used for the Rock Island line. The simplest standard depot featured a gable roof with a bay incorporated under the eaves and little, if any embellishment. They were usually constructed with wood; board and batten siding and simple window casing were the only decoration. The more decorative and most widely utilized standard combination style featured a gable bay with decorative woodwork and roof support brackets.²⁰ Some depots on the Rock Island line featured a second story with quarters for the agent and his family. There were also scattered examples of grand, beautifully designed depots placed mostly in larger urban areas. There were also many architectural styles employed by depot architects from Mission to Victorian to Richardsonian Romanesque.

The depot at Abilene appears to be a combination of two standard Rock Island depot plans. The bay window is present, but it is incorporated under the wide eaves, a characteristic of the simple depot plan. Interestingly, hip roof depots on the Rock Island line appear to be more associated with 20th century examples.²¹

Stick Victorian Style (1860-1890)

This style is characterized primarily by applied decorative detailing called stickwork. Multi-textured wall surfaces created by varying patterns of wood siding and shingles mimic the exposed structural members of medieval half-timbered houses in England. It is considered a transitional style linking the earlier Gothic Revival with the later Queen Anne Victorian. This is predominantly a residential style and most examples feature a steeply pitched gable roof with decorative trusses.²² The function of the Rock Island depot required a large overhang to shelter waiting passengers, which was more easily achieved with a flared hip roof. This style was so predominant on depots that it has come to be more strongly associated with railroad architecture than it is with residential architecture.

Decline of the Depot

The number of railroad stations in Kansas declined steadily after World War II. In 1950 there were 1,508 and by 1990 there were only a few hundred.²³ The vast reduction in passenger service due to the rise of the automobile is partly to blame as well as new communications technology that rendered the depot agent obsolete. There were also consolidations that left only 7, 086 miles of track as of 1988 and railroad abandonment requests continue to be made. Depots that remain are often publicly or privately owned and in varying states of repair. Many of them are museums and some serve

¹⁸ Date research prepared by Garry Adam, HAI and Jeff Sheets of the Dickinson County Historical Society, on file at Kansas State Historical Society, Cultural Resources Division. See also *The Reflector-Chronicle*, "Rock Island Depot Will Be Old Abilene Museum; Board Offers New Stock for Sale," 22 October 1959. This article notes that the red schoolhouse is already on the site.

¹⁹ Kansas State Historical Society, Cultural Resources Division Review and Compliance Files #05-05-153.

²⁰ Wolenbarger, E-23. The combination depot consisted of three rooms, one for each function of the building: passenger waiting room; freight room; operations office. One of the most distinctive features was the large bay window facing the track, which provided the station agent with an unobstructed view down either direction of the track. The combination depot may or may not have agent's quarters depending on the remoteness of the location.

²¹ Grant.

²² McAlester, Virginia and Lee, *A Field Guide to American Houses*, Alfred A. Knopf: New York, 1984, 256.

²³ Grant, 107. It is not known how many depots remain in Kansas today, but the number has likely dropped from the total in 1990 when *Kansas Depots* was published.

Rock Island Depot
Name of Property

Dickinson County, Kansas
County and State

as visitor's centers for small towns. The depots that survive are the objects that "best symbolize the vanished age of the iron horse."²⁴

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Chicago, Rock Island and Pacific Railway Co.; Records Held by Legal Counsel in Topeka, Kans.; ms. collection no. 754; Kansas State Historical Society, Topeka.

Dickinson County Register of Deeds, Book 268 Page 640.

The Evening Reflector. "The Rock Island Depot". 29 September 1887.

The Evening Reflector. "Rock Island Notes." 11 November 1887.

The Evening Reflector. 18 October 1887.

The Evening Reflector. 16 December 1887.

The Evening Reflector. 22 December 1887.

The Weekly Gazette. 8 December 1887.

"The First Rock Island Passenger Train." *The Weekly Gazette*. 5 January 1888,

Grant, H. Roger. *Kansas Depots*. Topeka: Kansas State Historical Society, 1990.

Krass, Martha Hagedorn. *Abilene Union Pacific Railroad Depot* National Register Nomination Form, 1993. On file at the Kansas State Historical Society Historic Preservation Office.

http://www.kshs.org/resource/national_register/nominationsNRDB/Dickinson_AbileneUnionPacificRailroadFrieghtDepotNR.pdf

McAlester, Virginia and Lee. *A Field Guide to American Houses*. Alfred A. Knopf: New York, 1984.

Wolfenbarger, Deon. *Historic Railroad Resources of Kansas* Multiple Property Document. June 2000. On file at the Kansas State Historical Society Historic Preservation Office.

http://www.kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.pdf

Zornow, William Frank. *Kansas: A History of the Jayhawk State*. Norman: University of Oklahoma Press, 1957.

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been Requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other

Name of repository: Abilene & Smoky Valley Railroad Association

Historic Resources Survey Number (if assigned): _____

²⁴ Grant, 110.

Rock Island Depot
Name of Property

Dickinson County, Kansas
County and State

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

| | | | | | | | |
|---|-------------------|-------------------|-------------------|---|-------------------|-------------------|-------------------|
| 1 | <u>14</u> | <u>654940</u> | <u>4308170</u> | 3 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| 2 | <u> </u> | <u> </u> | <u> </u> | 4 | <u> </u> | <u> </u> | <u> </u> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |

Verbal Boundary Description (describe the boundaries of the property)

A parcel of land located in Blocks 2 and 3, Central Park Addition to the City of Abilene, Dickinson County, Kansas. Commencing at the Northwest Corner of Lot 3 of said Block 3; thence on an assumed bearing of N 90 00'00" E along the North line of said Block 3 a distance of 20.00 feet to the POINT OF BEGINNING of the parcel to be described; Thence continuing N 90 00'00" E along said North line of Blocks 2 and 3 a distance of 318.00 feet'-thence S 00 00'00" E a distance of 58.50 feet'-thence N 90 00'00" W a distance of 318.00 feet;-thence N 00 00'00" E a distance of 58.50 feet to the POINT OF BEGINNING; Said parcel contains 18,603 square feet, more or less, and is subject to easements, reservations and restrictions of record.

Boundary Justification (explain why the boundaries were selected)

Abilene & Smoky Valley Railroad chose these boundaries when the 1887 Rock Island depot was purchased from Historic Abilene, Inc, April 2007, in order to protect the depot and have adequate parking for visitors riding the excursion train. If Historic Abilene, Inc would ever sell or otherwise dispose of Old Abilene Town the depot would be protected.

11. Form Prepared By

name/title Mary Jane Oard, Manager; edited by KSHS Staff

organization Abilene & Smoky Valley Railroad Association date

street & number 200 SE Fifth Street telephone

city or town Abilene state Kansas zip code 67410

e-mail

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Rock Island Depot
Name of Property

Dickinson County, Kansas
County and State

Photographs:

Name of Property: Abilene Rock Island Depot
City or Vicinity: Abilene
County: Dickinson
State: Kansas
Photographer: Kim Gant
Date Photographed: December 11, 2009

Description of Photograph(s) and number:

1. North and West Elevations, Facing Southeast
2. South and West Elevations, Facing Northeast
3. South and East Elevations, Facing Northwest
4. North and East Elevations, Facing Southwest
5. Detail of cornice brackets and double door entry on North Elevation, Facing East
6. Ladies Waiting Room, Interior South Elevation
7. Gentlemen's Waiting Room, South elevation
8. Ladies Waiting Room, East Elevation
9. Agent's Office Double Doors, North Elevation
10. Freight Area, Facing East
11. Freight Area, South Elevation
12. Freight Area, Ceiling Detail

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Abilene & Smoky Valley Railroad Association

street & number 200 SE Fifth Street

telephone 785-263-1077

city or town Abilene

state Kansas

zip code 67410

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

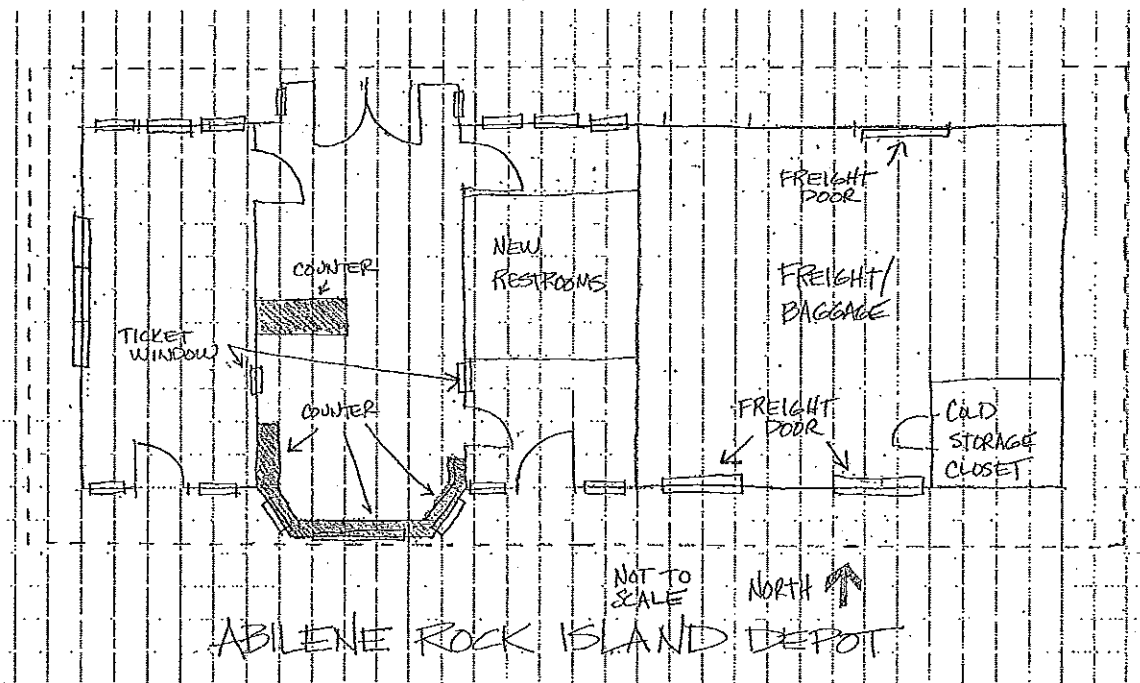


Figure 1: Sketch Plan by KSHS Staff

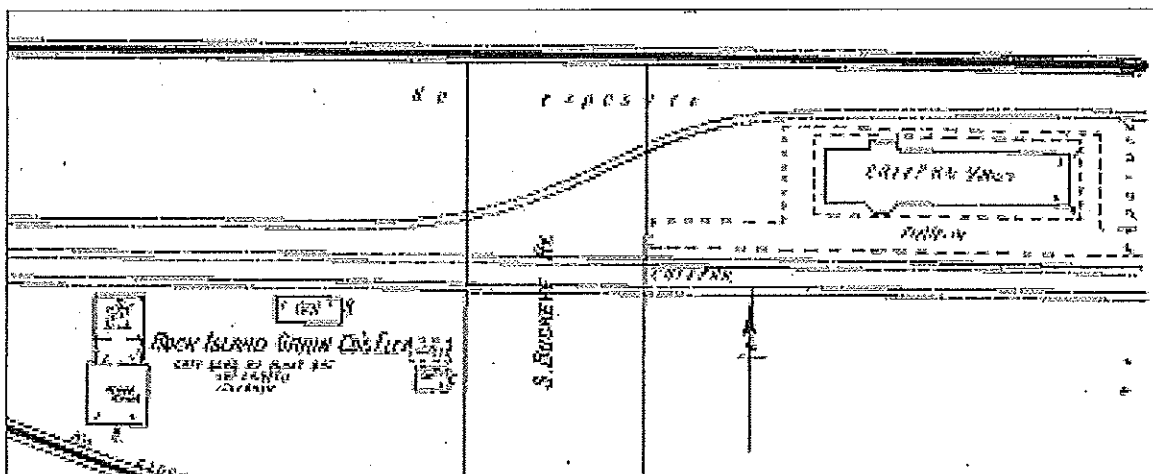


Figure 2: 1905 Sanborn Map showing the depot in its original location with full platform.

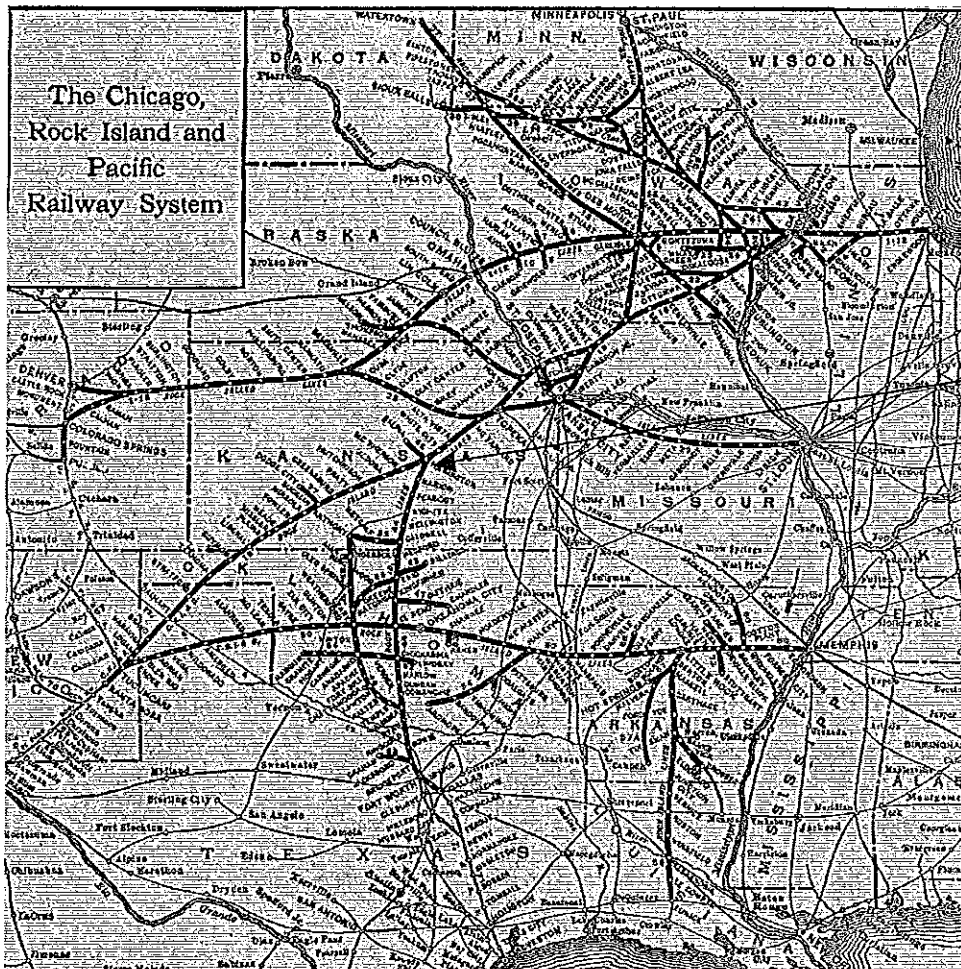


Figure 3: 1922 Map of the Chicago, Rock Island and Pacific Railway System
Image Courtesy of KansasMemory.org

Rock Island Depot
 Abilene,
 Dickinson Co, KS
 # 654940 E
 4308 170 N

